

# AIR YORKSHIRE



VOLUME 10 No. 2

(FOR PRIVATE CIRCULATION ONLY)

FEBRUARY 1984

EDITOR:- Trevor Kinghorn, 16 Stirling Crescent, Scotland Lane, Horsforth, Leeds 18.

CHAIRMAN:- Colin Hunter, Residence 3, High Royds Hospital, Menston, Ilkley.

TRIPS ORGANISER:- Stephen Rigg, 35 Bromley Mount, Sandal, Wakefield. Tel. 375000

TREASURER/REGISTRAR:- John Hunt, 13 Silverdale Grange, Guiseley, Leeds LS20 8PX.

MILITARY SECTION SUB-EDITORS:-

N. Micklethwaite, 15 Leslie Avenue, Yeadon, Leeds LS19 7XH. Tel. Rawdon 507604

J. Clough, 29 Moorside Gardens, Eccleshill, Bradford BD2 3RE. Tel. Bradford 639497

## FORTHCOMING MEETINGS

Meetings to be held at the Yorkshire Aeroplane Club, Leeds/Bradford (Yeadon) Airport, by the courtesy of the Directors, commencing at 14.30 hrs.

- MARCH 4th : Andy Barker will be showing slides of Airliners and Biz-Jets taken over the years at Leeds/Bradford.
- APRIL 1st : Ballooning - An illustrated talk on Ballooning by Mike Snow, Chairman of the Pennine Regional Balloon Association. The spectacle of Hot-Air Ballooning is unsurpassed and comes to us in August with the European Championships at York. Come and have a foretaste.
- MAY 6th : Films from British Airways - A full programme of the latest films in the B.A. catalogue: A Tale of two Jumbo's; 24 hrs. at Heathrow, and others.

## EDITORIAL

Our Recognition Contest was especially well presented by Chris Harper and Neil Micklethwaite, tested our knowledge and was finally won by C. Taylor with J.R. Clough as runner up.

Results of the Photographic Competition, ably judged by our Chairman, Colin Hunter, was a win in the "slides" section for Andrew Birch, followed by Roger Fozzard in second place. The "print" section was won by Jonathan Clough, the second prize going to Paul Mitchell. Thanks to all members who entered the Competition, apparently the quality of all the photographs made the judging of a winner particularly difficult.

## MAGAZINE TYPIST

Our current typist has advised that she will not be able to continue typing the magazine due to other commitments and the Group is therefore looking for a replacement to take over this important position as soon as possible. Applicants should ideally live within a 5 mile radius of Horsforth, be on the phone and able to use an electric typewriter (provided by the Group). Details of hours required each month, remuneration and other information concerning this post can be obtained by contacting Trevor Kinghorn at the address given above. Tel: Horsforth 586200

LATE NEWS Charter to/from LBA FRIDAY 23rd MARCH - FH-227B Friendship, Delta Air Transport ETA. 09.30 ETD. 20.00.

# LEEDS/BRADFORD MOVEMENTS - January 1984

1 G-AZMA Jodel D.140	1248 1315	G-SMJJ Cessna 414A	1345 1410
2 G-SEEK Cessna 210	1656 1040(5)		
3 G-BIEZ King Air	0950	EI-ANE BAC 1-11	1333 1602
G-ODAS Cessna 404	1451 1847		
4 G-BKCR Tampico	1037 1538	G-BFGF Cessna 177	1108 1336
G-BKDD Jetranger	1212 1452	G-BHAF Tomahawk	1221 1307
G-AXJJ Pup n/s	1533 1151(8)		
5 G-AYFT T.Comanche	0843 0924	G-BKIP King Air	1021 1526
G-BEMA Cessna 310	1255 1536	G-AVZV Cessna 172 n/s	1325 1405(18)
G-DFUB Boeing 737	1450 1601	G-OMTA Hughes 369	1603 1627
6 G-BEGV Aztec	0807 0958	G-BGNU King Air	0844 1644
G-BKEM Tampico	1140 1445	G-BEGV Aztec	1156 1250
G-BEJD HS.748	1256 1446	G-BICF Cougar	1352 1541
G-BGNW Boeing 737	1427 1524	G-BIEZ King Air n/s	1537 0953(9)
7 G-EVNS Cessna 441	1046 1724	G-LEON Chieftain	1241 1716
G-BHBZ Partenavia P.68B n/s	1259 1308(8)	G-BECH Boeing 737	1506 1555
G-BCKM Citation n/s	1543 1656(8)	G-BFVA Boeing 737	1550 1642
8 G-BEBE AA-5A	1326 1345	G-AXCX Pup	1434
G-AZAV Cessna 337	1451 1619	G-BFEE Baron	1510 1543
G-BJWL Islander	1516 1606	N5372C Cessna 414A n/s	1520 1149(18)
G-BAOB Cessna 172	1738 1816		
9 G-BIED King Air	0824 1745	G-AZBK Aztec	0851 1245
G-BGLW Seneca	1102 1536	G-BECH Boeing 737	1528 1625
10 G-AZJZ Aztec	0908 0926	G-OAKS Cessna 421C	0942 0959
G-RVIP Bandeirante	1707 1732	EI-BGP Cessna 414A n/s	1833 1304(12)
G-OAKS Cessna 421C	1904 1914	G-AZJZ Aztec	1909 1921
G-BHYT Bandeirante	2031 2043		
11 G-OAKL King Air 200	0745 0824	G-BHFF Baron	0909 1538
G-BKXI Cessna 303 N/T	1000	N9959C Cessna 303 n/s	1054 1157(12)
G-BHNA Cessna 152 n/s	1402	G-OAKL King Air 200	1829 1844
12 G-EVNS Cessna 441	0653 1516	G-BBNH Seneca	0649 0709
G-BCKM Citation	0816 0924	G-BIZZ Citation n/s	1149 0856(13)
G-BEYV Cessna 210 n/s	1155 0655(31)	G-BGON Cougar	1245 1458
G-DFUB Boeing 737	1507 1626	N8363G Cessna 421C n/s	1557 1038(13)
13 G-BGNW Boeing 737	1432 1525	G-OAKS Cessna 421C	1624 1708
14 G-JRMM Commander 690B	0910 0928	G-BCKM Citation	1359 1441
G-AYAE Bell 47 n/s	1401 1412(16)	G-HELY Agusta 109A	1459 ?
15 G-BAVF Baron	1832 1850		
16 G-BAZH Boeing 737	1503 1616		
17 G-BHIV Ecureuil	1035 1233	G-BJZK Cessna 303	1054 1502
G-NEWR Chieftain n/s	1151 1928(19)	G-BKDD Jetranger	1240 1343
G-BGOM Navajo	1833 1851		
18 G-HPVC Partenavia P.68B	1207 1529	G-GKNB King Air 200	1512 1655
G-BJMR Cessna 310 n/s	1537	G-OAKS Cessna 421C	1643 1738
PH-DMJ King Air n/s	1715 0701(19)	G-BGOM Navajo	1718 1758
G-CSNA Cessna 421C n/s	1730 ?	G-BKSO Cessna 421C n/s	1906 1306(25)

# LEEDS/BRADFORD MOVEMENTS (Contd.)

19 G-BBNM Aztec	0650 0717	G-NORC Cessna 425	0707
G-BBOM Aztec	1018 1538	G-BKKO Cessna 182 n/s	1141 1008(31)
G-PIED Aztec	1135 1718	G-SMJJ Cessna 414A	1240 1348
109 Nord 262	1302 1339	G-OLEN Cessna 425	1439
G-DFUB Boeing 737	1459 1615	G-ARRW HS.748 n/s	2012 0757(20)
G-BKJE Cessna 172	2036 2115		
20 G-BARG Cessna 310	1014 1506	G-YIII Cessna 150	1248 1329
G-BHWH Cessna 404	1301 1532	G-BHAF Tomahawk	1318 1355
EI-BMT AA-5B N/T	1434 1515(31)	G-CSNA Cessna 421C	1612 2012
G-BHYU King Air 200	2004 2027		
21 G-BHWF Boeing 737	1326 1437	G-HUBB Partenavia P.68B	1408 1709
G-BADR Boeing 737	1525 1620	G-PIED Aztec	1641 1723
22 G-BJET Cessna 425	1152 1705	G-BHWH Cessna 404 n/s	1337
23 G-BCKM Citation	1024 1056		
24 G-AVZV Cessna 172	1541 1640	G-BKCR Tampico n/s	1610 1028(25)
D-IADH Commander 690B	1734 1907		
25 G-BHFY Baron	0927 1445	G-EXEX Cessna 404	0944 1021
G-BCNT Partenavia P.68B	1029 1101	G-JONS Chieftain	1057 1517
G-BHRA Rockwell 114	1148 1252	G-BIEZ King Air	1621 1638
26 No movements.			
27 G-BEOG Boeing 737	1427 1532	G-NEWR Chieftain(DIV) n/s	1503 1918(29)
G-JTCA Aztec(DIV) n/s	1520 1342(30)	G-BHCJ HS.748(DIV)	1625 1953
G-BKZR Shorts SD.3-60(DIV)	1636 1739	G-OCAS Shorts SD.3-30(DIV)	1640 1728
G-JDST Chieftain(DIV) n/s	1723 1218(31)		
28 G-BGNW Boeing 737	1325 1437	G-BGYJ Boeing 737	1527 1623
G-FISH Cessna 310 n/s	1535 1107(29)		
29 G-BCZM Cessna 172	1200 1313	XW236 Puma	1228 1258
XW237 Puma	1228 1258	G-BBPX Seneca n/s	1449
30 G-HELY Agusta 109A	0834 0839	G-JLCO Twin Squirrel	0947 1120
G-BCRP Aztec	0953 1000	G-OLLY Chieftain	1035 1534
G-JGCL Cessna 414A	1105 1116	G-TBCA Long Ranger	1134 1148
EI-ANH BAC 1-11	1226 1306	G-BFNC Ecureuil	1349 1501
G-BGNW Boeing 737	1509 1619	G-BCRP Aztec	1526 1536
G-NEWR Chieftain n/s	1652	G-HELY Agusta 109A	1836 1910
31 G-BETT Seneca	0946 1617	G-AZMA Jodel D.140 n/s	1141
G-BFJW Jetranger	1152 1251	G-BIBY Bonanza n/s	1200
G-ARWR Cessna 172	1328 1512	G-YIII Cessna 150	1416 1533
G-BDWB Rallye	1416 1459	G-POLO Chieftain	1519 1645
G-AYPV Cherokee	1922 2023		

## LEEDS/BRADFORD MOVEMENTS REVIEW - January

A much better start than last year with no less than ten foreign visitors in January. Starting off with the Aer Lingus Shorts 330 EI-BEH on the 1st and their BAC 1-11 EI-ANE on the 3rd. Cessna 414A N5372C night-stopped on the 8th as did Cessna 414A EI-BGP on the 10th. Cessna T303 N9959C night-stopped on the 11th and has c/n 0244, and yet another n/s was the Cessna 421C N8363G c/n 0308 on the 12th. King Air 90 PH-DMJ visited on the 18th and was due back on the 19th but did not appear. AA5 EI-BMT arrived on the 20th and went into Northair for radio and avionics work, it has been bought by a Mr. P. Johnson of York and it was collected by Rallye G-BDWB on the 31st and moved to Brighton where it will become UK registered. Germany was

## LEEDS/BRADFORD MOVEMENTS REVIEW (Contd.)

represented by the Rockwell 690 D-IADH on the 24th and yet another Irishman was the BAC 1-11 EI-ANH on the 30th. On the Military side the French Air Force visited with Nord 262 F-RBAB/No 109 on the 19th and two RAF Puma's called on their way south on the 29th - XW236/CQ and XW237/CR. Cessna F152 G-BHNA has been a temporary resident since its arrival on the 11th. Navajo G-NEWR has replaced G-BBEJ with Aaranite at Humberside and it has been with YLA for acceptance work since the 17th. Islander G-AWMT finally took to the air and left YLA on the 31st. At Northair Conquest G-HSON is back from Armstrongs for some reason and Cessna 210 G-SEEK still spends a lot of time here. Cessna 303 G-BKXI was in for checks from the 11th to the 27th and Cessna 310 G-BJMR was in between the 18th and the 31st due to adverse conditions at Sherburn. Cessna 425 G-OLEN was air tested on the 18th and left on delivery to Gantt Avtn. Inc., of Georgetown, Texas on the 19th. Expected soon are three new Conquests, one for stock and two for McAlpines. Also due is a second-hand American Cessna 340 bought direct from the States by B. Johnson.

-----  
Callsign tie-ups:- 7th. G-BCKM/Commuter 699; 9th. G-AZBK/AVT409; 10th. G-AZJZ/Commuter 701; 11th. G-OAKL/Kilroe 01-06; 19th. F-RBAM/109/PM1004; 23rd. G-BCKM/Commuter 704; 29th. XW237/XUG07, XW236/XUG08; 30th. G-BCRP/LEC 1; 31st. G-POLO/Grosvenor 03.

Overshoots:- 5th. XS732/FYN06 (10.45) Dominie, XX500/FYT84 (12.45); 6th. XS734/FYN04 Dominie; 10th. XW326/CFJ38 J.Provost, XS726/FYN06 (14.45) Dominie; 17th. XX482/FYT85 (13.00), XX500/FYT93 (15.30); 18th. XX500/FYT84, XX668/L87 (13.25) Bulldog; 19th. XX491/FYT81 (13.45), XX492/FYT10 (14.15), XX500/FYT12 (14.50), XS711/FYN05 (16.15) Dominie; 26th. XS737/FYN04 (13.15), XS734/FYN06 (14.15) Dominie's; 30th. XW372/CFR08 (13.00) J.Provost.

From & To:- 8th. N5372C F/T Leavesden n/s; 10th. EI-BGP F/T Edinburgh n/s; 11th. N9959C F Gamston n/s T Perth; 12th. N8363G F Teesside n/s T Gamston; 18th. PH-DMJ F Amsterdam n/s T Biggin Hil; 19th. 109 F Bristol T Northolt; 24th. D-IADH F Nuremburg T Bremen; 29th. XW236 and 237 F Edinburgh T Odiham.

Helicopter Activity:- 7th. G-WARN/York (10.25), G-BBIW/Lofthouse area (13.00); 17th. G-BHIV/Bradford (12.45); 30th. G-JLCO/Crosland Moor (09.30), and Beeston Leeds (11.40), G-TBCA/Brighouse (11.25).

Noted on pipeline patrol was G-BKDD/BEJW/BEFC. Interesting helicopter overflight on 18th was "Westland 7", a Westland WG.30 G-BLEO in Pan American colours routing Yeovil to Newcastle at 10.05, for demo. to Icelandic Coast Guard. It returned South on the 20th.

## ----- Grindale Movements - December 83/January 84

2nd. G-CHIP F/T Sherburn; 3rd. G-SALL F Humberside T Malton; 4th. G-BCPN F/T Full Sutton, G-AXLS/CHIP F Sherburn T Carnaby; 6th. G-CHIP F/T Sherburn; 26th. G-BHDR F/T Doncaster, G-AVLY F/T Newby Wiske; 29th. G-WICK F/T Barton, G-BGRO F/T Humberside, also 30th; 30th. G-BBXT F/T Netherthorpe, N91590 PA-38 F/T Lakenheath; 6th Jan. G-BIUN F/T Netherthorpe; 8th. G-BGPH F/T Sherburn, G-HULL F/T Brough, G-ONTA F Humberside T Melbourne; 9th. G-BIUN F Netherthorpe T Skegness; 18th. G-AVUH F/T Teesside; 31st. G-BCUJ F/T Humberside.

## ----- OUT & ABOUT

Heathrow - 17/1/84:- SE-DEF B.747 (Nigeria A/W), HL7452 B.747 (Saudia), HB-IPA/D (Swissair) and PH-AGA/C (KLM) all A.310's, 4X-EAB B.767 (El Al), SU-GAC A.300 (Egyptair), F-BUTI F-28 (Air France-TAT), N98WS B.707 (Wistair), OH-LMN DC-9-82 (Finnair), F-GDHR Learjet 55, N14CN/I-FLYC Learjets, A40-AA/HZ-AFJ/VR-CBM Gulfstream 2's, HB-IMX/HZ-MAL Gulfstream 3's, I-KIDO/N131WT Falcon 50's, OO-DOK/N121AM Falcon 20's, HZ-SJP HS.125.



## OUT & ABOUT (Contd.)

Hurn - 7/2/84:- 9K-AEF Falcon 50, G-BOOM/HUNT Hunters, G-BCWW/BWWW (in primer)/GLOS Jetstreams, G-NORM Jet Ranger, G-HPVC Partenavia P.68, G-JETP (Jet Provost) Q-SEAH (Sea Hawk) both with signs hand written on and VZ638 Meteor T.7 (all 3 dismantled), XE364 Sea Hawk, XJ524, 602 and 600 Sea Vixens.

Blackbushe 3/2/84:- Spread around several hangars and across the airfield - VH-FDT (G-APXX) Drover (ex Southend Museum), CS-ACQ Fleet Canuck (dismantled and very dusty!), All four CASA 352s G-BELL/BFHD/'HF/'HG, G-MOSI (ex G-ASKA) Mosquito, G-PSID P.51D Mustang, N47DE P.47D Thunderbolt, V9281 (G-BCWL) Lysander - dismantled, U.125 and U.143 Pilatus P2's, FT323 (G-AZSG) Harvard, E.271 Hunter, G-AMVP Tipsy Junior, G-AWLO Boeing Kaydet, SM969 (G-BRAF) Spitfire XVIII, NH238 (G-MKIX) Spitfire IX, MV293 (G-SPIT) Spitfire XIV, RW386 Spitfire XVIe - all four in the process of being restored, with signs hand written on and fitted with gleaming Rolls Royce engines.

-----

## LOCAL AIRLINE NEWS

Aer Lingus operated BAC One-Elevens EI-ANE on the 3rd and EI-ANH on the 30th January through Leeds/Bradford in place of the usual Shorts 330. A Shorts 360 to be obtained from the manufacturer for the summer season and will be used on the Leeds/Bradford route. Times will be in at 1305 and out at 1345 daily with an additional flight on Fridays between 6th July and 28th September in at 1600 and out at 1620.

Air UK will receive Friendship 100 G-OMAN back from Manx Airlines at the end of February. Leeds/Bradford will see the introduction of a midday return Amsterdam flight on Mondays to Fridays for the summer season with the continuation of the Gutersloh Saturday flights and a (yet to be defined) programme of European charters for TTS Tours.

Britannia Airways operated the following Boeing 737 aircraft through Leeds/Bradford during January.

G-BADR BY146/21st.  
G-BAZH BY024/16th.  
G-BECG BY022/27th.  
G-BECH BY145AF/A/07th, BY024/09th.  
G-BFVA BY146/07th.  
G-BGNW BY022/06th, BY022/13th, BT145/28th, BY024/30th.  
G-DGYJ BY146/28th.  
G-BHWE BY022/20th.  
G-BHWF BY145/21st.

British Air Ferries will be returning to Leeds/Bradford this summer with flights to Jersey on Saturdays for Travtel. Flights will operate from April 21st to October 27th arriving at 1720 and departing at 1750 using Viscounts.

Dan-Air used Leeds/Bradford for a Newcastle fog diversion on 27th January. HS748 G-BHCJ arrived from Belfast on flight DA144 at 1625 and departed to Dublin on flight DA755 at 1953.

Genair had to use Bandeirantes through Leeds/Bradford on the night of January 10th due to an unservicable Shorts 360. G-RVIP operated the EN134 flight and G-BHYT operated the EN135 flight from Gatwick and departed to Liverpool as EN147. Due to fog at Humberside on January 27th, two diversions came to Leeds/Bradford. Shorts 360 G-BKZR arrived from Esbjerg on flight EN157 at 1636 and departed to Norwich on flight EN103 at 1739. Shorts 330 G-OCAS arrived from Norwich on flight EN107 at 1640 and departed to Tees-Side at 1728 on the same flight. On January 28th, G-BKZR appeared again arriving at 1327 on flight EN102 from Norwich and after stopping the night departed to Humberside at 1547 empty.

## LOCAL AIRLINE NEWS (Contd.)

Monarch operated Boeing 737 G-DFUB on 05th, 12th and 19th January through Leeds/Bradford for Thomsons on the Thursday Malaga flights.

Orion have confirmed the timings for their flights for Horizon from Leeds/Bradford this summer. On Mondays flight KG144 arrives at 1400 and departs as KG143 at 1615 from and to Mahon. On Fridays flight KG146 arrives at 1555 from Corfu and departs as KG145 at 1650 to Corfu with a fuel stop at Venice. On Saturdays flight KG142 arrives at 1220 and departs as KG141 at 1245 from and to Palma. All flights operate weekly from 13th April to 29th October with the exception of the Corfu flight having a break from 29th June to 12th August.

-----

## AIRLINE REVIEW

AIR COMMUTER Pending delivery of the HS748, the airline have leased a F27 from Air UK for use on Coventry - Paris service.

AIR UK have applied for the renewal of their licences on the Blackpool - Belfast and Blackpool - Guernsey-route. Friendship G-BHTW has returned from lease to BMA and is now back in Air UK colours. G-STAN has been given a 'wide body' interior refit and is to go on a world tour, hopefully to attract further customers to Norwich for refit.

AIRWAYS INTERNATIONAL CYMRU Aircraft to be used by the airline are two BAC One Eleven 400's G-AVOIE/F leased from British Aerospace. They have won the contract to operate all Global flights from Cardiff this summer.

BRITISH AIR FERRIES have had the following aircraft impounded at Southend :  
Heralds G-APWA, G-BOWE, G-BEYD/E/J; Viscounts G-AOYJ/S. Are to operate a 'shuttle' service between Southend and Ostend for National Holidays in conjunction with coach holidays in Europe. Up to 50 flights per week are anticipated. The airline also plan to operate a daily scheduled Manchester to Jersey service.

BRITISH AIRWAYS intend to operate a twice weekly Heathrow - Johannesburg service with B747 aircraft from April thus competing with the SAA non-stop service. The airline will introduce a twice weekly Tristar service to Nairobi to replace the two services going direct to Johannesburg. Trident 3's G-AWZL, G-AWYZ have been withdrawn from use at Heathrow.

BRITISH CALEDONIAN BAC One Eleven G-BKAU has also been leased to Okada Air. The airline are considering applying for Gatwick - Milan, Middle East route licences and to increase its Gatwick - Los Angeles to daily operation from April.

DAN AIR began operating a Birmingham - Geneva charter flight using BAe146 aircraft. The Manchester - Zurich service will start on 14th May with a daily frequency.

JERSEY EUROPEAN The two Friendships are to go to an African operator. The airline have withdrawn its application for a Jersey - Manchester and Heathrow licence.

MANX The Shorts 360 B-DASI leased from Air Ecosse has been painted in full Manx colour scheme. Short 330 G-BGNA leased to Air Ecosse is still in Manx colour scheme but with Air Ecosse titles. The airline has withdrawn its application for Gatwick - Belfast licence.

TELAIR Have ceased operations on its Liverpool - Cardiff - Swansea service, but hope to commence operations on a Liverpool - Cardiff - Southampton route from March 1st.

-----

## AIRWAYS - January

Things have really been looking up (pun) this year, some lovely clear days have given us the opportunity to see some of the less common heavy metal that has taken the northerly oceanic tracks because of weather. Specifically I refer to hordes of Alitalia Jumbos, bless 'em, a rare beast for the last twelve months or so. Of these, the one which was different, was AZ6914 on 24th, POL 1715, this is a freighter and so will almost certainly turn out to I-DEMR. Other airliners of note included:-

- 4.1 SU4103 IL62 B1 OTR 10.30 WAL (ahead of SU341)  
NB952Q Se210 B1 OTR (approx) 12.30 WAL to DUB
- 7.1 IF920 IL62 B1 OTR 12.14 WAL  
BU895 E737 B1 OTR 15.13 WAL DUB
- 8.1 RO749 Tu154 OTR 08.25 WAL IOM BEL  
RO750 Return IOM POL 13.35 OTR
- 18.1 OV358 B747 N358AS OTR 11.09 POL - all white  
RO303 B707 OTR 13.16 POL  
OA411 B747 OTR 14.43 POL  
HF173 A300 OTR 17.52 POL - freight flight  
- can't carry passengers over ocean in twin engined aircraft
- 19.1 ME711 B747 POL 16.46 DCS
- 0.1 CL607 DC8 POL 14.48 DCS
- 21.1 CU9043 IL62 OTR 13.52 WAL after a detour well north of Blue 1  
OK576 IL62 OTR 17.04 POL
- 28.1 KU101 E747 PDL 16.09 DCS
- 29.1 KE9815 ? DCS 19.43 HON for LGW  
- plus crowds of AF, LH, SN, SR, AZ, BA, BR, JL, SU, PA, TW, PE, DL, FT,  
WO, AC, CP, AA, NW

### Biz Jets seen and heard:-

- 4.1 N91Y 12S-700 WAL OTR 12.35  
N15SC Lear DCS 13.01 BTN  
N707AR B707 HON 16.15 WAL
- 5.1 N457JA Lear POL 17.10 DCS
- 8.1 N40GS C550 09.26 heard - route unknown
- 15.1 N26372 ? WAL 15.38 IOM FL390
- 18.1 N445Y Lear FL390 POL 14.52 DCS
- 19.1 N301MC Sabre OTR 14.33 to MCR
- 20.1 C-FROC G2 POL 0916 FL430 DCS  
N301MC Sabre POL 12.27 DCS  
C-FROC G2 DCS 15.28 BTN HON LHR
- 24.1 C-FMYB ? DCS 18.30 ETN HON

### Military

Apart from a lot of 'Lifters and Galaxys there were some which have me baffled - the call signs BL, BN; which I presume are trooping charters as they were all to Mildenhall and appeared to be E707 and DC8 aircraft.

- 5.1 AirVac 10.31 ? POL 11.55 OTR  
FM8802 DC8 DCS 13.40 BTN
- 7.1 N864 DC8 BEL 19.01 WAL to Ramstein
- 12.1 BN32 DC8? Mildenhall POL 16.35 56/10
- 18.1 BN32 B707? Mildenhall POL 12.30 DCS PWK  
Navy 61322 C12 POL DCS 14.27  
IAC 238 125 OTR 17.52 WAL
- 20.1 SAM 86971 C137 POL 15.39 DCS
- 21.1 BL321 ? WAL 12.58 IOM

If you have the call-sign and want a tie up with the registration you can obtain these courtesy of 'Air Scotland'. Send your list with a SAE to Steve Rigg. If anybody wishes to contribute their sightings please ring or write promptly at the end of the month.

S. Rigg (Tel. Wakefield 375000)



A Trip North of the Borders 14th - 18th September 1983 (better late than never!!)

On a miserable wet Wednesday evening four of us set out to 'do' Scotland in as many days with only the bare essentials for survival - tents and a good beer guide!

Amazed how much gear we could fill a Chevette with, we set off aiming to reach Prestwick before the early hours. Upon arrival, just before midnight, we found a caravan site at the end of the main runway on the coast. Having pitched our tents in drizzle we wearily crawled in and hoped the next day would be kind to us.

Thursday the 15th dawned free from rain with even the occasional suggestion of sunshine. Whilst brewing up, first aircraft of the trip landed, N606US E747 (N. Orient) shaking our tiny stove as it thundered past, yes we were that close! In the terminal a look at the days' five arrivals didn't inspire us, however from the balcony four biz-jets were seen - all Swedish! SE-DEM L/J; SE-DDF Falcon 10; SE-DDE Citation and SE-DEW Corvette? Next a drive round to HMS Gannet where RN819 Sqn. were based, along with the Aero Club. XL497/041R Gannet being the gate guard, seen were:- XV710/701PW; XV708/702PW; XV664/704PW; XV674/706PW and XV707/707PW all Sea King HAS2A, G-ATDB Nord 1101, G-BGTH Aztec; G-BDGI Fuji; G-GABD Cougar; G-BKJF Rallye; G-DEYN AA-1C; G-BGFI; G-BHZO and G-BIBP AA-5A's; G-BFZP AA-5B

Next stop was to be Glasgow Abbotsinch, where we were due to be taken around the airport by a B.A.A. guide. The best way to see everything here is to obtain prior permission from the B.A.A., as we did. Upon arrival we presented ourselves at the 'information' desk and within five minutes our guide had arrived. He issued us with apron passes and led us off to a boarding gate - having to go through the usual security checks along the way. Into a yellow B.A.A. Land-Rover and we were off, firstly to Burnhells' hanger, parked outside was G-NEWR PA-31, inside were:- G-BACN, G-BBKY C.150's; G-APLK M.100 Student; G-BEWX/BGPL/AVNPPA-28's; G-BGSI/G-BKMK PA-38's; G-AYLL Jodel; G-ICUB Cub; G-BEMF JTI Monoplane; G-BCVY PA-34; G-CSKY Jetranger; G-AYVI C.210H; G-BEDJ/0100/BAHC Aztecs, the latter without wings. Next onto Loganair's hangar, outside were:- G-TAKT/WOSP Jetranger's, inside:- G-ATRL C.150; G-BAKJ PA-30; G-BIEM T.Otter. After this a quick taxi-way inspection before heading to the eastern end of the apron, to be seen were:- G-BGXJ P.68; G-AZBK Aztec; G-CELT EMB110.

Next around to Glasgow and Strathclyde UAS apron where XX559; XX560; XX611 and XX702 Bulldogs were parked up. No codes could be seen on these aircraft. Also nearby were G-BGWU/BHSD PA-38's.

Quite an amazing selection of visitors arrived and left whilst we were driving around:- F-GTMB L/J; N959SC L/J; EI-BCL C.182P; 161503/8G UC-12B; G-4 F-27M; G-BUSA AS355P; G-ALWD Chipmunk; G-BGEO/CITY PA-31's; the latter being in Manx colour scheme. On the heavy side were:- G-BDWW BN-2A; G-BIBE EMB110; G-BHXG T.Otter all of Loganair; EI-BEB/G-BCOE/G-BEJE/G-BFLL/G-AZPZ/G-BMAC/G-AVG P etc.

Well satisfied with the hospitality we were shown by our B.A.A. guide, we set off for the long haul north to Inverness. Has to be the most scenic spotting trip I've undertaken, the views were quite magnificent even if the road was a narrow one. Hours after leaving Glasgow and passing Loch Ness we passed through Inverness and headed for the airport at Dalcross. Quite a smart little airfield there is no problem about viewing in the hangers - once permission was obtained first, of course

On the main apron were: G-ARMW/ATMJ/BCOF/BEJE 748's; G-BIBE EMB110; G-BJAC Chinook; G-AWFX S.61N; G-AVVB 125; G-WTVC C404; G-BTDK C421; G-AVIG J/R landed; G-BDBR J/R; In the main hangar were:- G-AHEM H.Moth; G-ARNY/EMKM Jodels; G-BFLU/BIHE C152's; G-AYRF C.150L; G-BHJO PA-28; G-BEIK Bonanza;



## A Trip North of the Borders (Contd.)

G-BJML C.120; G-ANLS T.Moth; G-AWDD Nipper; G-AWSS Condor; G-PARI C.172; G-MBAM Micro. Over to Peregrines' hangar where the following were seen:- G-ASTD/AYWF/AZOD/BAXP/BBSN Aztecs; M150JC Bonanza; G-ASMF Travelair; G-BDOW C150M. Next door to here were P.L.M. Helicopters with G-PLUM Jetranger and G-SARO Skeeter which was boomless.

Before heading to Kinloss we consulted our 'good beer', 'pub-grub' and 'Scottish campsites' guides to locate a camp site for the night. Without much convincing we chose one about  $\frac{1}{2}$  mile down the road from Lossiemouths' runway on the B9135.

First though, it was on to Kinloss, where with a lot of walking through forests, the following were added to the log:- WB847/B Shackleton on the dump, with the remains of another; XV228/230/234/236/237/239/240/243/247/248/253/255/257/260 all Nimrods, only XV240 didn't have a refuelling probe above the cockpit.

And so on to Lossiemouth where we pitched our tents in the dying moments of an evening sun. We found a real ale pub and consequently 'slid' out at closing time. The following morning Friday 16th it was up early for a super hot shower before another 'hard' day.

On the gate at Lossiemouth were: WL738/38 Shackleton, XG882/771LM Gannet; over on the dump was XP439 Argosy. By this dump is an elevated track between a golf course and the perimeter fence, from here it was possible to walk down and read off the Jaguar flight lines.

Seen on this date were: XX846/A; XX141/E; XX145/H; XX830/R; XX840/T; XX838/X; XX839/Y; XX837/Z all Jag T2's; XX114/02, XX753/05; XX752/06; XX756/07; XX751/10; XX764/13; XX766/14; XX754/23; XX763/24, XZ367/25 Jag GRI's all of 226 OCU. XW530/530; XW542/542; XX889/889; XX901/901; XN901/981 Buccaneers; XZ595 S. King 202 Sqn; WL747/47; WL790/90; WR965/65 Shackletons 8 Sqn with WR967 Shackleton simulator. Visitors on this morning were XX237/237 Hawk 4FTS; XM383/90 with XN640/99 JP3s 7FTS.

Next, the stop I'd been waiting for, namely, Aberdeen. I had high expectations, probably wrongly and as a consequence was a little disappointed with the log. Upon our arrival it began to pour down so we had to take refuge in the car until it eased off to light rain! First, a look at the busy Bristow apron revealed G-TIGE/TIGF/TIGG/TIGH/TIGI/TIGO/TIGP/TIGS/TIGT\*all Super Pumas; G-BCLA/BDII/BGWK/BHOF S-61N's; G-BJFL/BJGX S.76's. Over by BA's hangar were:- G-RISP Chinook; G-BDES/BDKI/BEID S-61N's. Other helicopters elsewhere on the field were:- G-BKFN Bell 214 BCAL; G-BHGK/EMAL/BOND S.76's; G-PUMB/PUME S. Puma's. On the fixed wing side saw:- OY-KGF DC-9-21 (SAS); F-GEMB L/J; LN-MOR C.441; G-BHMY/BHMZ F.27's; G-ARGR Visc; G-BNOC/CELT/DATA/LATC/OAIR/POST EMB110's; G-BRYB DHC7; G-ATVH 1-11; G-BHRP PA-44; G-ASXR C210; G-AVEC C172H; G-AZEU Pup, G-TYGA AA-5B; G-ATNK C150F; G-BJJV B.200 which landed on just it's port engine!

By now the rain had stopped so we chose the scenic route along the coast to Dundee. Very profitable it turned out to be with XV720 Wessex open to the public on a harbour wall at Stonehaven!

At Dundee everything can be seen from the assorted car parks. This day saw:- G-CELT EMB110; G-BATX/FOYL Aztecs; G-BBAK Rallye; G-AZAW Horizon; G-BIIT PA-28; G-BJMN PA-38; G-BHDM/BHDS/BTEC/TFCL C.152's; G-BFFY C150M; G-AVID C.182J.

With a few hours before darkness and the need to pitch our tents we headed for Glenrothes. Quite difficult to find but eventually we did and were given permission to have a look around the small hangar. Present being:- G-BGEO PA-31; G-BIXA TB.9; G-AYTJ C.207; G-AYCT C.172H; G-BAEU/BAUY C.150's; G-ARYR PA-28; G-AXKD/AZFE Aztecs with wrecks; G-AZZL Aztec wingless and G-BAUO Aztec also wingless behind the hangar - this aircraft had been tampered with as on its fuselage was taped G-OEFC!, Everton supporter perhaps!!

\*TIGL

## A Trip North of the Borders (Contd.)

On towards Leuchars and a campsite that had just about every amenity going. Whilst pitching the tents an RAF Bal25 700 was seen landing, so with much discussion on the next days' events we retired for a few jars of 'heavy'.

Dawn broke absolutely gorgeous, not a cloud to be seen. So it was off to the Air Show at Leuchars on 17th September. Our drive to the car park took us around to the operational F-4 FG1's which were on alert throughout the day; this day saw 6 of 43 Sqn parked waiting for the 'Bear' intruders. These being:- XV581/E, XV576/D, XV586/J, XV577/M, XV585/P and one coded K which I can't tie up at present - any help? Around the south side of the airfield were:- XL502/IM Gannet; WP320/573CU Sea Prince; XM178/Y Lightning plus 2 others. Gate guardians here are:- TB252 Spitfire and XM144 Lightning.

Civilian visitors this day saw:- G-BFLL HS748; G-AYMK/AZRH PA-28's; G-AHUV/ANRF T.Moths; G-AHKY Miles M18; G-BIOM C.152; G-BATX/BEMJ/BCKO Aztecs; G-EXEX C.404; G-BFBH/BFDA/BTHL/JAKY PA-31's.

In the static show were:- 81-0962/WR A-10A 81TFW; 74-0183/LN F-111F 48TFW; RT-664 TF104G (Danish AF); R-832 F104G (Danish AF); FA-06 F-16A (Belgian AF); 80-0601/HR F-16A 50TFW. XM475/96 J.P.T3A 7FTS; XS737/K Dominie 6FTS; XX500/H Jetstream 6FTS; XX307/307 Hawk 4FTS; XX663/B Bulldog Aberdeen UAS. XZ491/711N S.Harrier 899 Sqn; XF431/O Hunter 1TWU; XV573/A F4 FG1 43 Sqn; KR679/04 J.P. T4 1TWU; ZA254 Tornado; WJ715/CV Canberra 100 Sqn; XV707/707 S.King 819 Sqn; XS933 Lightning; XV591/M F4 FG1 111 Sqn; XX346/T Hawk 2TWU; XV258 Nimrod 42 Sqn; ZA604/12 Tornado 27 Sqn; XX751/10 Jaguar 226 OCU; XV154/A Buccaneer 237 OCU; ZD696 Bae146 241 OCU.

Elsewhere on the field:- XV182/303 C-130's LTW; VP955 Devon 207 Sqn; XN962(nose) Buccaneer; XX162/BAPC 152 Hawk (plastic); A350, A351, A406, A499, A543 Alouette III of the 'Grasshoppers'; XS791 Andover 32 Sqn; XS643 Andover 115 Sqn; XZ971/N, XZ964/P Harriers 233 OCU; XX766/14 Jaguar 226 OCU; XX331/E, XX202/P Hawks 2 TWU; XX561/A, XX666/C, XX667/D, ZA703 Bae 125-700 32 Sqn; XX665/E Bulldogs Aberdeen UAS; ZA936/CU Puma 33 Sqn; ZA672/EX Chinook 7 Sqn. Phantoms inside a hangar and parked at west end of airfield were:- XT861/C; XV582/F; XV587/G; XT860/L; XV572/N; XV575/S; XV568/T all of 43 Sqn - confirmation of this last one would be appreciated. XV583/B; XV584/F; XT867/H; XT870/S; XT865/U all of 111 Sqn. The Red Arrows arrived at 11.00 in their usual spectacular fashion.

To be continued ....

## MILITARY NEWS

Church Fenton The 7FTS J.P. T.3A which crashed at Elvington on 30/3/83 was XN495/102. XW417/124 J.P. T.5A was the aircraft which crashed at Thirlmere Reservoir, Cumbria 9/12/82. (refer to Air Yorkshire August '83 issue). J.P. T.5A XW421 68/3 FTS was noted here during October and is believed to have been on loan to 7 FTS.

Leeming Chipmunk T.10's of 11 AEF are WK590/82, WK638/83, WK517/84, WZ879/85 and WZ878/86. With Northumbrian UAS are XX629/V, XX631/W, XX633/X, XX636/Y and XX637/Z Bulldog T.1's. XW329/48 3 FTS J.P. T.5A is now with the Fire Section (W.F.U. when?). XW320 (ex 50/3 FTS) went to 71/1 FTS at Linton.

Linton-on-Ouse XN585 J.P. T.3A 12/1 FTS is now with the Fire Section (W.F.U. when?).

A complete run down on the current status at Church Fenton, Leeming, Linton, Cranfield and Finningley should be published in the next month or two.

## CREDITS

T.W. Sykes  
I.D. Morton  
I. Gordon

D. Elam  
J. Lloyd-Martin

R. Fozzard  
LAAS

S.W. Rigg  
Winged Words